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	MFUMMATIC	N REPORT	CD NO		•
CUNTRY	USSR (Tatar ASSA)		DATE DISTR	10 March 19	952
JBJECT	Production of TU-4 Aircraft at No. 22 in Kazam	Aircraft Plant	NO OF PAGES	2	
ACE CQUIRED		70 C/N	NO OF ENCLS	1	
TE OF			SUPPLEMENT TO REPORT NO.		25>
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1.	Aircraft Plant No 22is located	about eight kn nort	h of the town cent	er of	
	Kazan (55°51"N/49°06"L), Tatar	A.S.S.R. near the v	village of Karavaye	evo. (1)	25)
	During the reported period, two	new workshops were	s being built at th	e plant.	_
2.					
3.	The fully assembled aircraft we	ere towed to the fac	tory field, where	thev	_
	were flight-tested and then flo	wm by air force of	licers to their des	stina-	
	tion. The Caucasus district wa	s frequently mention	oned at a destinati	.OII.	
4.	Much work was done on the aircr left the assembly shop ready for	aft outside the wor	rkshops. Some of t	he planes	
	ed. The installation of engine	s and aircraft arms	ment as well as wo	rk on	
	landing goars and wings was free oxygen bottles were installed i	quently performed in the wines (3)	in the open. Both	tanks and	
, , , , , , , , , , , , , , , , , , , ,		****			
5.	From June to August 1949 the as double-row radial engines, poss	sembly of a four-endibly an TL-13. was	gine plane with 11 seen. The assembl	-cylinder, v was	
	done in a very printtive manner	. By November 1949	the plane was ful	lly	
	assembled but had not been test	ed. (4)			٠
. 6.					
	north of the assembly hall. So left the plant twice a week for			ad cars	
* **		*.	•	0.°	
Ye,	The factory field was occupied which about 70 were TU-ks. (5)				
	available. There was flying the night. Twin and single-engine				25)
			i acceptant so the i	I Dandes o	,
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that approximately 5,000 mer, worked the day shift.

				4
2				
20	Source learned from Povicie	that work was being	done in three	shifts on.

The airfield was guarded by a military unit consisting mostly of Tarture.

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Comments.

(1) For larout of aircraft lont, see Amex. (2) The existence of such a numbering system is reported for the first time. However, the correctness of the observation is not could d. The stated output of 300 aircraft within a period of the rouths appears to be too low and can only be explained by the assumption that the production of the aircraft type concerned was to be discontinued altogether.

(3) This observation is believed to be correct. The fact that hall-finished planes were taken out of the worldships may have been due to lack of parts

or inability to maintain production schodules.

(4) This four-engine plane could not have been on II-13 which has been used by the Soviet Air Lines for several years. It is believed more probable that the plane was an experimental prototype of a new model.

(5) The presence at the factory field of 70 TU-bs indicates that this was approximately the monthly output. From cate available on other Soviet aircraft plants, it could be inferred that the number of aircraft stationed at any one factory field roughly corresponds to the output of four to six weeks.

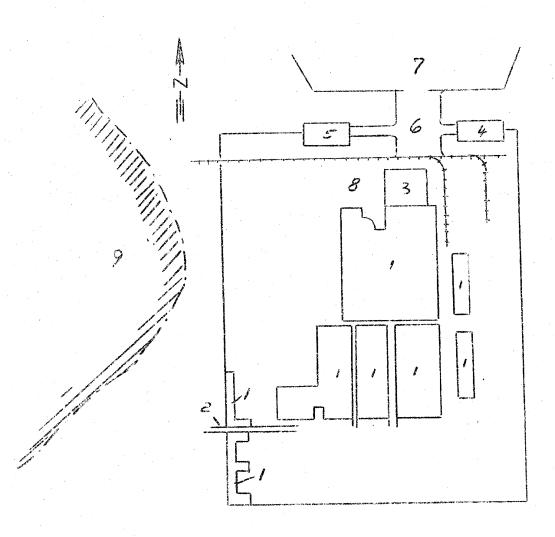
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bayout of Kazan Aircraft Plant



Scale about 1.7,000

Legend:

- 1. Mangars and buildings.
 2. Main entrance.
 3. Assembly shop.
 1. and 5. New workshops, each 70 x 110 meters.
 6. Temistrip to cirfield.

- 7. Airfield.
 8. Four-engine plane assembly area.
 9. Village of Maravayevo.

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